

WE CLAIM AS OUR INVENTION:

1. (currently amended) A method of preparing for the repair of a damaged locomotive, the locomotive being one of a fleet of individually unique locomotives, the method comprising:

providing a database containing as-built parts information regarding a plurality of locomotives;

defining a plurality of repair kits, each repair kit including those parts of a respective locomotive that would have to be replaced to repair damage to the respective locomotive caused by any one of a plurality of predefined collision events involving any one of a plurality of regions of the respective locomotive, the repair kits including parts selected from the as-built parts information of the database for the respective locomotive;

communicating a user's assessment of damage to one of the regions of a selected one of the plurality of locomotives prior to the selected locomotive arriving at a repair location; and

designating a specific repair kit in response to the assessment of damage prior to the selected locomotive arriving at the repair location; and

~~communicating such designation to the user.~~

2. (currently amended) The method of claim 1, further comprising:

collecting all of the parts included in the specific repair kit;

transporting all of the parts included in the specific repair kit to a the repair location where the damage to the selected locomotive will be repaired prior to the selected locomotive arriving at the repair location.

3. (original) The method of claim 2, further comprising transporting all of the parts together in a single shipment.

4. (original) The method of claim 3, further comprising shipping instructions for the repair of the selected locomotive together with all of the parts in a single shipment.

5. (cancelled).

6. (original) The method of claim 1, further comprising:  
maintaining the database at a service center location;  
providing access to the database via an information network; and  
accessing the database from any one of a plurality of repair centers via the information network.

7. (original) The method of claim 1, further comprising:  
providing information regarding the availability of parts included in the database;  
defining a delivery schedule for the specific repair kit responsive to the availability of the parts included in the specific repair kit;  
providing the delivery schedule to the user upon the designation of the specific repair kit.

8. (original) The method of claim 1, further comprising:  
providing information regarding the price of parts included in the database;  
defining a price quotation for the specific repair kit responsive to the prices of the individual parts included in the specific repair kit;  
providing the price quotation to the user upon the designation of the specific repair kit.

9. (cancelled).

10. (currently amended) The method of claim-9\_1, further comprising:  
providing pictorial information regarding the damage to the selected locomotive prior to the locomotive arriving at the repair-center location; and  
formulating the user's assessment of damage at least in part by using the pictorial information.

11. (original) The method of claim 1, further comprising:  
providing the user with a graphical representation of the one of the plurality of locomotives via a graphical user interface;  
enabling the user to communicate the assessment of the damage by selecting a region of the locomotive via the graphical user interface.

12. (original) The method of claim 1, further comprising:  
enabling the user to communicate the assessment of the damage by answering a plurality of questions associated with a decision tree leading to the specific repair kit.

13. (currently amended) A method of preparing for the repair of a damaged locomotive, the method comprising:  
providing a database containing information regarding a locomotive, the information including a listing of parts of the locomotive;  
defining in the database a plurality of repair kits, each repair kit including those parts of the locomotive that would have to be replaced to repair damage to the locomotive caused by a respective plurality of predefined collision events associated with a respective region of the locomotive;  
providing access to the database to allow a user to select a specific repair kit from among the plurality of repair kits in response to a collision involving one of the regions of the locomotive.

14. (original) The method of claim 13, further comprising:  
allowing the user to order for delivery all of the parts associated with the specific repair kit by ordering the specific repair kit;  
delivering all of the parts associated with the specific repair kit to a locomotive repair location.

15. (original) The method of claim 14, further comprising delivering all of the parts in a single shipment.

16. (currently amended) The method of claim 13, further comprising:  
providing access to the database via a graphical user interface;  
providing a visual representation of the locomotive via the graphical user interface, the visual representation including an indication of a ~~section~~region of the locomotive associated with each respective repair kit;  
allowing the user to select the specific repair kit by selecting one of the ~~sections~~regions of the locomotive via the graphical user interface.

17. (original) The method of claim 14, further comprising delivering a repair procedure for installing the parts associated with the specific repair kit to the locomotive repair location.

Claims 18-19 (cancelled).

20. (original) The method of claim 13, further comprising:  
identifying an upgrade to the locomotive associated with at least one of the plurality of repair kits;  
presenting information associated with the upgrade to the user in response to the user selecting a specific repair kit.

21. (original) The method of claim 13, further comprising:  
providing access to the database to the user via an information network;  
providing at least one of cost information and delivery information associated  
with the specific repair kit to the user via the information network.

22. (currently amended) The method of claim 13, further comprising:  
providing information concerning collision damage to the locomotive to a repair  
center prior to the locomotive arriving at the repair center; and  
selecting a specific repair kit in response to the information concerning collision  
damage prior to the locomotive arriving at the repair center.

23. (original) The method of claim 22, further comprising providing the  
information concerning collision damage from on-board the locomotive.

24. (original) The method of claim 23, further comprising providing pictorial  
information concerning collision damage via a wireless communication link.

Claims 25-27 (cancelled).

28. (original) A system for preparing for the repair of a damaged locomotive,  
the system comprising:

a parts database containing information regarding the as-built parts contained  
in a locomotive;

a plurality of repair kits defined in the parts database, each repair kit containing  
a grouping of all of the parts that would have to be replaced to repair damage to the  
locomotive caused by a respective plurality of predefined collision events;

a data port for accessing the database to select a specific repair kit in response  
to actual damage to the locomotive.

29. (original) The system of claim 28, further comprising a repair kit containing all of the parts identified in a repair kit selected by a user, the repair kit collected together in a condition for being transported as a single shipment.

30. (new) A method of preparing for the repair of a damaged locomotive, the method comprising:

associating a plurality of repair kits with a respective plurality of regions of a locomotive, each repair kit comprising parts that would have to be replaced to repair damage to the locomotive caused by a predefined collision event affecting the respective region of the locomotive;

identifying a region of the locomotive affected by a collision prior to the locomotive arriving at a repair location;

recalling the repair kit associated with the region of the locomotive affected by the collision prior to the locomotive arriving at the repair location; and

acquiring parts included in the recalled repair kit prior to the locomotive arriving at the repair location.

31. (new) The method of claim 30, further comprising:

associating each repair kit with both a region of the locomotive and with a level of collision severity in that region;

identifying both the region of the locomotive affected by the collision and a level of collision severity of the collision prior to the locomotive arriving at the repair location; and

recalling the repair kit associated with both the region of the locomotive affected by the collision and the level of collision severity of the collision prior to the locomotive arriving at the repair location.

32. (new) The method of claim 30, further comprising:  
identifying parts of the locomotive that optionally may be upgraded in  
association with installation of the parts in the recalled repair kit; and  
acquiring the optionally upgraded parts as part of the recalled repair kit prior to  
the locomotive arriving at the repair location.

33. (new) The method of claim 30, further comprising:  
acquiring a photograph of the region of the locomotive affected by the collision  
prior to the locomotive arriving at the repair location; and  
using the photograph to identify the region of the locomotive affected by the  
collision prior to the locomotive arriving at the repair location.

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